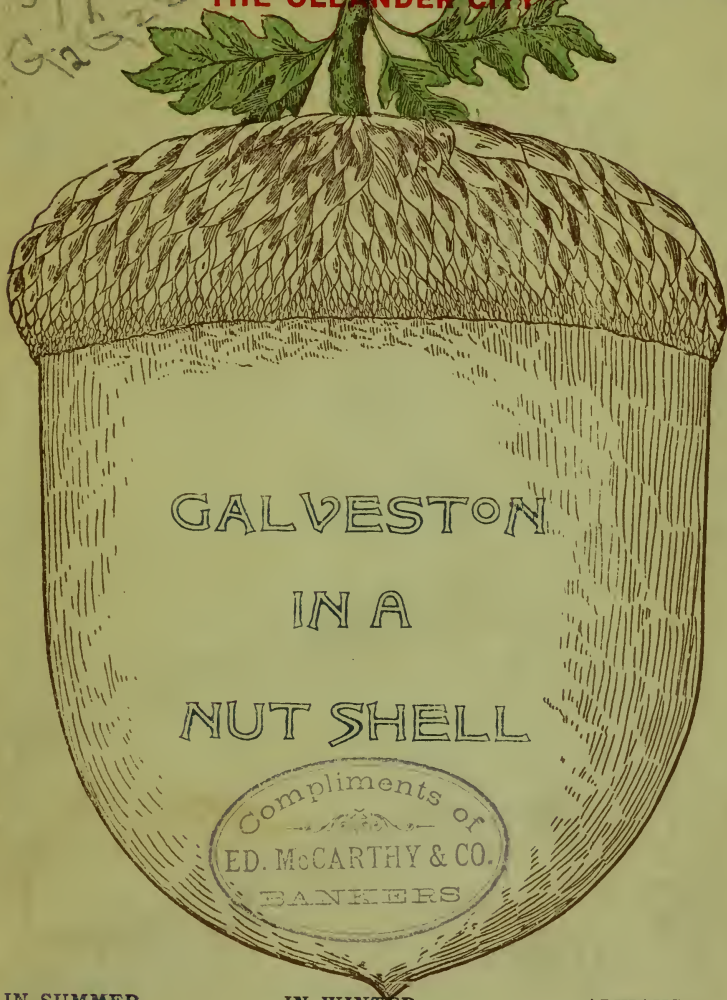


F394
G2 G22

GALVESTON,

F39T
G12522
"THE OLEANDER CITY"



IN SUMMER

IN WINTER

ALWAYS

A
COOL
SPOT

A
MILD
SPOT

A
BRIGHT
SPOT

A MATCHLESS SUMMER AND WINTER RESORT.

F 394
G2G22

Information Bureau

The Galveston Business League was organized to attract to Galveston people from all parts of the world and to exploit in particular the charms of this city as a summer and winter resort.


A suite of offices is maintained in Tremont Hotel Building, where may be found full information concerning the city, its pleasure spots, points of interest, railroad and steamboat schedules, amusements—in fact, everything relative to the city that visitors may desire for personal information.

All inquiries for information relating to the city will be gladly and promptly answered. Address

GALVESTON BUSINESS LEAGUE

Tremont Hotel Bldg.

Galveston, Texas.

 For places of interest see inside page of back cover.

PREFACE.

In presenting "Galveston in a Nutshell" to the public, we believe that clean, high-class advertising will keep interest alive and active, and will add strength to the efforts now being put forth to restore Galveston to her former standing among the cities of our country.

Never has this community been equaled in its herculean efforts in rebuilding its ruined homes, devastated city and shattered fortunes. In fact, it has astonished the world as it looked on to behold the result of unsurpassed efforts.

In the short space of three years mountains of debris have been cleared away, the construction of the great seawall undertaken and at the present time it is about two-thirds completed, and the contract for the raising of the grade of the city has been let and actual work will be commenced within sixty days. Other equally difficult work has been accomplished, until scarce a remnant remains of the greatest calamity that ever befell any people. Now, only its sad but sacred memories are ours, and these render the city by the sea doubly dear to every survivor of that fateful night. These efforts and clinging affections certainly prove the true worth and stability of her citizenship.

Too much credit can not be accorded to the gentlemen whose names are attached to the able articles herein contained and to the business houses whose advertisements appear herein. They will all be found reliable in every respect, and any business entrusted to them will receive prompt attention and thanks are extended them for helping to defray the expense incurred in getting out this publication.

We are also indebted to the Galveston News for the statistics taken from the September issue, the Galveston Tribune, Paul H. Naschke for photographs and Stockfleth for coloring the four color scenes, and to Mr. J. H. Johnston, secretary of the Chamber of Commerce, for interest taken and assistance rendered in the work of compiling this publication.

We feel moved to add our little mite to the unparalleled efforts now being made to place our fair city above and beyond the fearful ravages of the storm king by sending out this little booklet.

Not only will the result of these efforts enhance local interest, but it will fill the need of a vast outlying territory. The present we believe to be the favorable opportunity that should enlist the aid of every man whose home is here, as well as those who would reap the harvest of a successful business enterprise.

This is the city of our adoption; here we passed our boyhood days; here we engaged in our first business enterprise, and here, like hundreds of others, we are prepared to reap the reward of the years spent in the work of building up the city.

Believing firmly that Galveston will yet fulfill our high hopes in becoming one of the first commercial centers in the country, we shall continue to the best of our ability to work for her interest and advancement. The illustrations used in this publication were made direct from photographs and present the different scenes as they existed when the photographs were taken.

A. A. FINCK & CO.,

Printers and Publishers.

Galveston, Tex., 1904.

JOHN SEALY,

H. O. STEIN,

SEALY HUTCHINGS,

GEORGE SEALY,

Hutchings, Sealy & Co.

BANKERS

Galveston, = = = Texas.

CORRESPONDENTS:

NATIONAL CITY BANK NEW YORK
FOURTH NATIONAL BANK NEW YORK
FIRST NATIONAL BANK CHICAGO
COMMERCIAL NATIONAL BANK CHICAGO
MECHANICS NATIONAL BANK ST. LOUIS
MERCHANTS LACLEDE NATIONAL BANK . ST. LOUIS
THIRD NATIONAL BANK ST. LOUIS
NATIONAL BANK OF COMMERCE KANSAS CITY
BROWN, SHIPLEY & Co. LONDON, ENG.



Galveston's Great Seawall (see general description.)

L. A. MAAS.

JULIUS TUSSUP.

Maas-Tussup Grocery Co.

Wholesale and Retail Grocers

Headquarters For Fancy Groceries.

Phones 12 and 422.

Cor. Tremont and Winnie Sts.

Galveston, Texas.

===== THE ORIGINAL ===== **Java Blend and Palm Brand** **COFFEES** =====

are the best on the market for the money. Put up only in 1, 2 and 4 lb. air-tight tins, either roset or ground.

For Sale Everywhere at 25 cents per pound.

Guaranteed to give Satisfaction. Try a package and be convinced, beware of imitations. See that the labels bear the name of International Coffee Co.

WE ALSO PUT UP THE FAMOUS ROYAL
BLEND COFFEE IN 1-2 AND 1 LB CANS

Ask your Grocer for any of the above Brands, prepared
===== by =====

GALVESTON COFFEE & SPICE CO.
Importers and Roasters
GALVESTON, TEXAS.

GALVESTON'S GREAT SEAWALL.

BY D. B. HENDERSON, COUNTY COMMISSIONER.

The construction of the great seawall for the protection of the City of Galveston is perhaps one of the greatest undertakings ever attempted under similar circumstances.

There was not a single individual of the entire population who had escaped loss to a greater or less extent by reason of the great hurricane that had swept the town. And not only was this true, but confidence in the ability of the town to meet its promises to pay, after such tremendous losses, was severely shaken and public credit was practically gone.

But if the storm had destroyed thousands of human lives, and had wiped out millions of dollars worth of property, it had at the same time developed a quality of strength, fortitude and self-reliance in those who were left of which the world has had few examples, and



View of Seawall, Looking East.

when the great wall has been completed, it will not only stand as a protection to the lives and homes of future generations, should the necessity ever arise again by reason of such a storm, but it will also stand as a monument of what Americans can accomplish under the most adverse circumstances when they become united.

The engineers selected to decide upon some safeguard recommended a wall extending from a connection with the Government jetties at Avenue A and Sixth street, running south and southwest around the city to Thirtieth street, and their plans are being carried out. The wall, when completed under the present contract, will be a little over three miles in length, sixteen feet wide at the base, five feet wide on the top and seventeen feet high above mean low tide. The foundation of the wall rests upon four rows of round piling twelve inches in diameter and driven four feet apart into the ground forty-four feet down into the clay. There is also a row of

ESTABLISHED 1878.

CABLE ADDRESS "REYMERSHOF."

TEXAS STAR FLOUR MILLS

GALVESTON, TEXAS, U. S. A.

TEXAS STAR RICE MILLS
TEXAS STAR GRAIN ELEVATOR
GALVESTON, WEST INDIES AND PAN
AMERICAN STEAMSHIP COMPANY

TEXAS STAR RICE MILLS

MANUFACTURE ALL GRADES OF RICE

DOMESTIC AND EXPORTING MILLERS

OF HIGH GRADES OF

Hard and Soft Winter Wheat Flours

Capacity, 1000 Barrels Per Day

Use A. B. C. (fourth edition) Baltimore Export, Watkins' Riverside, Robinson's Kauffman's A-1 Lieber's, W. U. Telegraphic, Atlantic Cable, Leviathan and Private Codes.

DEPARTMENTS

Miller's and Importers of Rice

Domestic Rice a Specialty
Direct Importers of
Japan and Mexican

Seed and Table Rices

Orders Solicited for

Fancy Head Rice, Screenings
Brewers, Rice Bran
and Polish.

Agents in all parts of the United
States, Cuba and Porto Rico

Public Export Grain Elevator

TEXAS STAR ELEVATOR

Capacity, 600,000 Bushels

Unloading Capacity
100 cars day. Loading
into ship, 20,000 bushels
per hour.

We Solicit Business

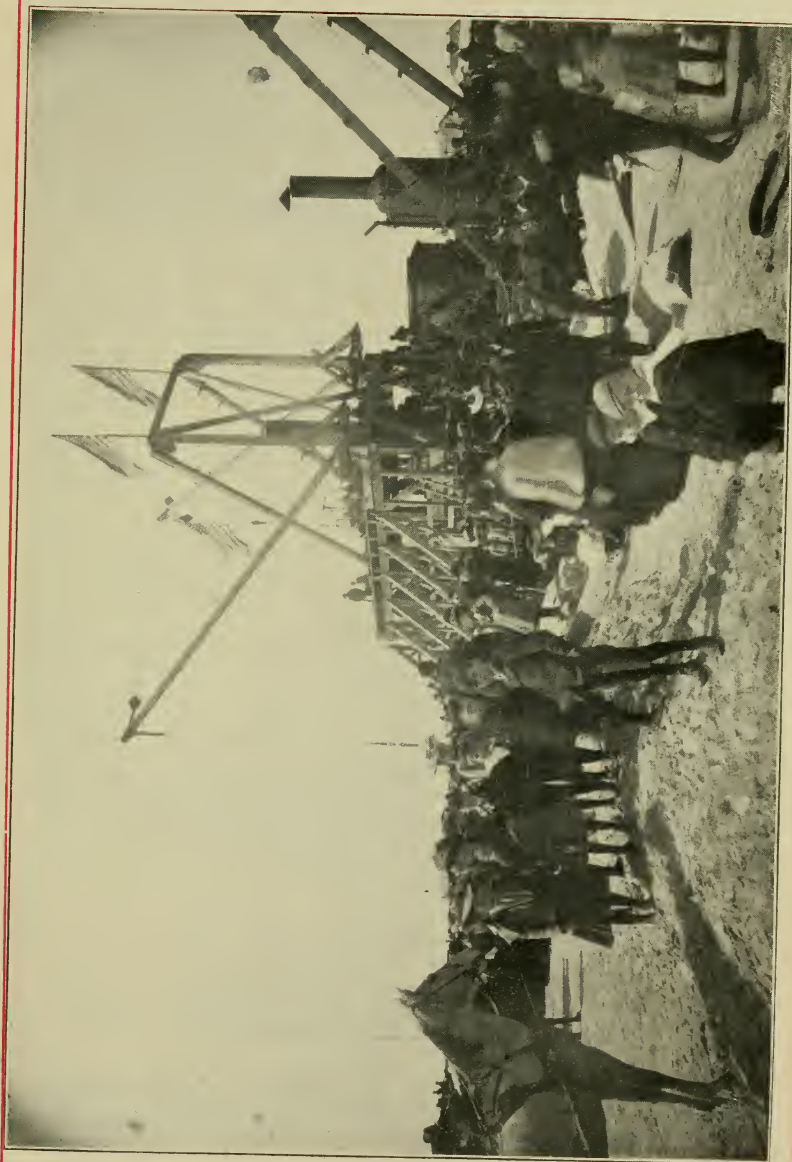
Our Elevator made the first
Successful Grain Ship-
ment to European
Market from
Galveston.

J. REYMERSHOFFER,
Pres't. and Gen'l. Mgr.

C. REYMERSHOFFER,
Vice-President
F. J. BECKER, Superintendent.

M. REYMERSHOFFER,
Sec'y. and Treas.

Manufacturers of the Celebrated "TIDAL WAVE"



Laying the Cornerstone for the Great Seawall.

HARRY HAWLEY
CUSTOMS BROKER

General Forwarder.

Drawbacks Collected.

IMPORTS RECEIVED, PASSED THROUGH
CUSTOM HOUSE AND FORWARDED TO
DESTINATION WITH CARE AND DESPATCH

MARINE AND FIRE INSURANCE BROKER, FOREIGN EXPRESS TO ALL PARTS OF THE
WORLD, CARTAGE, WEIGHING AND STORAGE ATTENDED TO

CUSTOMS NOTARY

2120 STRAND

PHONE 1550

GALVESTON.

will very likely be completed within four months from this time.

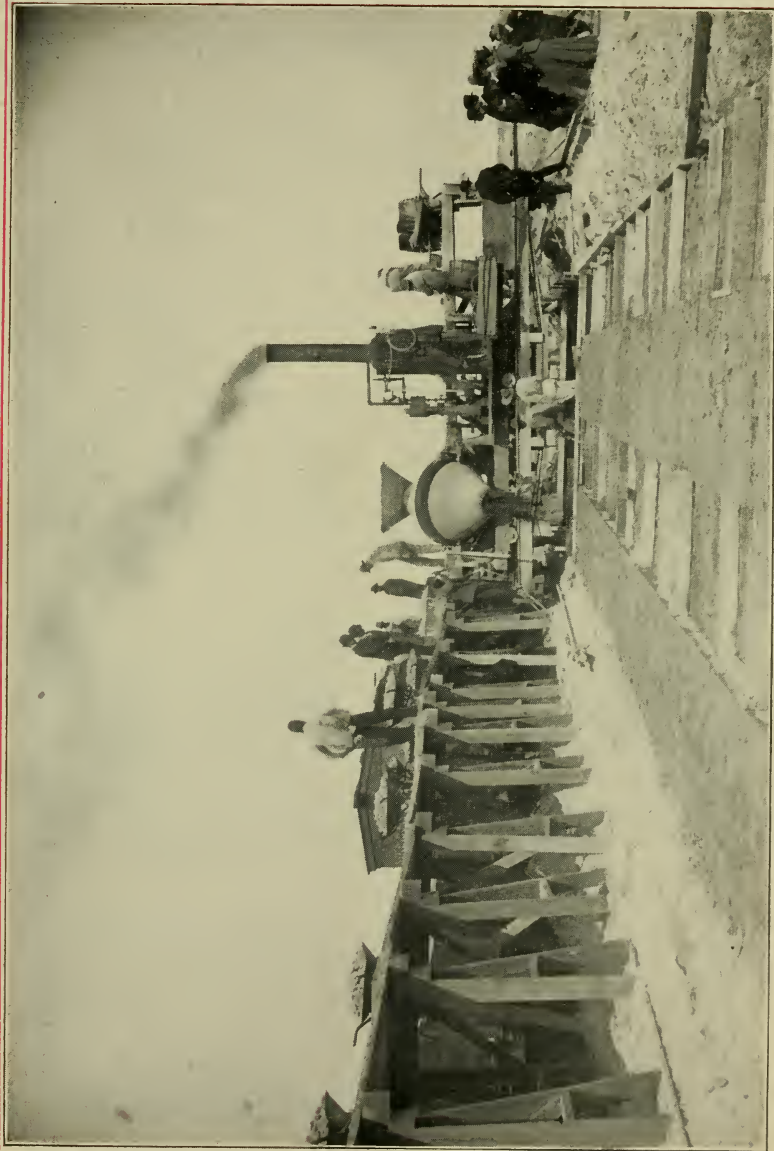
There is a sentiment behind this great work, and the public credit which was evoked to carry it into effect, that stands without a parallel.

The law under which the bonds were issued to carry out this work provides for a levy of 50 cents on the One Hundred Dollars of property. This first levy was made at the time of issue of the bonds, and in less than eight months from date of issue practically every cent of this tax was paid and four per cent of the entire issue of bonds were retired. People paid their seawall assessments whether they could pay any other tax or not.

The fact that Galveston County has undertaken and is now actively engaged in the construction of a great seawall or breakwater along the Gulf front and around the city, and that the State of Texas has by unanimous vote of the Legislature donated the county taxes for a period of eighteen years to raise the grade of the city should not be taken to mean that this city was not before the great work was undertaken and is not at this time, as safe a place for human habitation as any other place in the world.

The great storm of September 8th, 1900, resulted in such a loss of life and property that confidence was severely shaken in the minds of many of the town's own people, while a large majority of the outside world, who had looked at results only, were apparently disposed to believe that this was not a safe place of residence.

These fears were based upon the ground that what had happened once was liable to happen again, and among the misinformed it was easy enough for demoralization and fear to get the better of judgment and common sense. There are thousands of good people, who go through life and live and die, who act from beginning to end on impulse rather than judgment. A calamity overtakes a community, where there is great loss of life and property, or maybe both. The impulsive man looks only at the result and is stampeded, while the



Little Concrete Mixer, Laying the Foundation for the Seawall.

LET US BUILD YOU A HOME

The Texas Loan and Investment Co.

1890 OF GALVESTON, TEXAS 1903

SAFE DEPOSIT BOXES FOR RENT

WE SAVE YOUR MONEY AND PAY YOU INTEREST WHILE SAVING IT	A. J. COMPTON, PRESIDENT I. H. KEMPNER, VICE-PREST. MARION DOUGLAS, SECRETARY W. T. ARMSTRONG, COUNSEL	DIRECTORS A. J. COMPTON I. H. KEMPNER J. H. LANGBEHN W. C. SKINNER W. T. ARMSTRONG JNO. HANNA E. A. TOEBELMAN
--	---	--

man of judgment and cool head proceeds to investigate and will not allow himself to be carried away until there exists good and sufficient reason for him to act.

Generally speaking, the great storm of September, 1900, that visited Galveston, was perhaps the most misunderstood phenomenon that has ever occurred, and it is astonishing that so few people who passed through it, and had occasion to observe its progress and effects, can give any satisfactory explanation of it. Anyone who has given the matter any thought worth while is surprised that a large majority of the people outside as well as inside the town, continue to speak of the occurrence as a "tidal wave," or "tornado," when in truth it was nothing more nor less than a regular West India hurricane, that originated in the vicinity of Martinique, about five or six days before it struck Galveston, and a record of its progress was kept and given out to the world every few hours, from the moment of its discovery, by the Weather Department at Washington and there was no trouble to trace its progress until it was lost sight of by entering the Gulf of Mexico in the vicinity of Key West. As long as it was possible for the weather people to keep track of it, during the first few days of its progress, it was not different from the usual September hurricanes, which are generally of yearly occurrence, and which always cause more or less damage along the Atlantic Coast, as they pass out to the northeast into the Arctic Ocean, which is their destination, unless they die out before reaching there. They do at times get into the Gulf of Mexico and damage has been done by them at points along the coast in the past. By reason of some meteorological influence or disturbance about the time this storm entered the Gulf of Mexico, it was apparently increased to much greater energy than when first discovered, and when it appeared before Galveston the wind was blowing at an estimated velocity of one hundred and twenty miles an hour, and this tremendous force simply picked up the waters of the

Gulf of Mexico and hurled them against the island and over the town, causing the great amount of destruction.

A wind estimated to be of one hundred and twenty miles velocity is a phenomenon with which the weather departments of the world have had little to do until the Galveston storm, and they had little opportunity to observe its effects then, from the fact that the instruments provided to withstand the highest velocity of any known wind were torn to pieces by the time they had registered a velocity of one hundred miles per hour. Such a wind blowing for two hours over New York, Chicago, London or any other city, would have done as much and likely more damage than was done at Galveston. But the chances are that there will never be any such wind again. Such a wind has been proven as possible, by reason of its occurrence at Galveston, still it is so remote a possibility that the weather department at Washington has designated the storm of September 8, 1900, as a freak, and it is well known that there is no known protection against



View Looking East Showing Seawall, Riprap and the Gulf.

freaks of any kind. That Galveston is as safe a place as any other under ordinary circumstances for human habitation, has been demonstrated by reason of the fact that many buildings, located along the Gulf front, and within a short distance of the water's edge, and only a few feet above sea level, stood for over thirty-five years in perfect safety and there is no place in the world where buildings constructed under the same circumstances and as near the water's edge and as near the sea level, as were hundreds of houses in Galveston, that would have stood as long as they did. Constructed under the same conditions and no higher above sea levels, there is not a place on the Atlantic Coast of the United States where they would have been likely to remain standing for six months. So it is a fact that the necessity for building a seawall and raising the grade of the city is based entirely on a sentiment, brought into existence by reason of its having fallen a victim to the work of a freak.

Fowler & McVitie

Steamship Agents
and Brokers

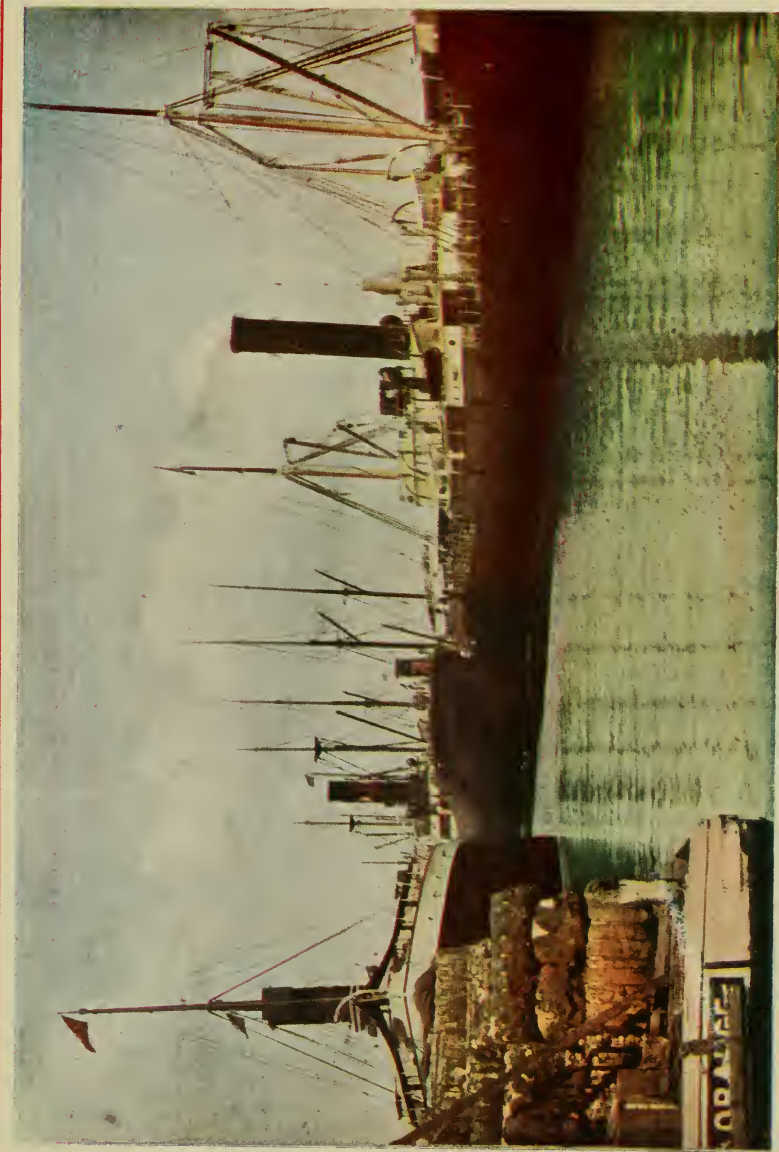
COAL MERCHANTS

Grain Shipments a Specialty

**Wholesale Dealers in Coal. Steamers
Bunkered with Despatch.**

Cotton Exchange Building

GALVESTON, TEXAS



Scene on Galveston Wharf, Showing four Large Steamers and Barge of Cotton.

LARGE EXPORTS.

The Report of the Clearances Foot Up Nearly 100,000 Bales.

The exports for the twenty-four hours ending this morning (October 1, 1903), as reported by the Cotton Exchange, were very heavy. The total of the different steamers is as follows:

Liverpool, steam~ Wanderer.....	9,598
Manchester, steamer D. Larrinaga.....	6,351
Liverpool, steamer Irada.....	10,530
Havre, steamer Mohawk.....	14,250
Havre, steamer Yola.....	6,807
Havre, steamer Swanley.....	11,372
Havre, steamer Iran.....	7,307
Genoa, steamer Monviso.....	10,600
Naples, steamer Monviso.....	1,200
New York, steamer Concho.....	5,047

Total..... 83,102

TWENTY YEARS OF PROGRESS.

Following is a statement showing the progress of Galveston as a cotton market for a period of twenty years. The figures are taken from the last column of the "Galveston Daily Statement," as kept by the Galveston Cotton Exchange, on the last day of the season each year, and shows the receipts and disposition of cotton for the entire season:

Receipts—	1902-03.	1901-02.	1892-93	1882-83.
Net	2,093,070	2,090,710	1,047,910	863,104
Other ports.....				17,345
Gross	2,093,070	2,090,710	1,047,910	880,345
Exports—				
To Great Britain.....	685,498	880,390	455,831	315,814
To France	328,997	352,739	133,748	39,828
To Continent.....	610,290	533,815	172,712	137,743
To Channel.....	11,850	6,100		22,859

Total foreign.....	1,636,635	1,733,044	762,291	524,376
New York.....	450,086	839,837	249,386	213,416
Morgan City.....			9,157	84,597
Other ports.....	34,896		628	51,988
North by rail	1,771	1,569	166	194
Total coastwise.....	486,753	341,397	289,697	349,805
Local consumption.....			4,256	
Total exports	2,138,388	2,114,441	1,056,244	871,181

—o—

DISTANCE IN MILES.

The increased business at the port of Galveston is explained partly by the improved harbor and facilities for handling freight and partly by the fact that shippers are beginning to take into consideration the fact that Galveston is nearer to the large business centers by many miles than New York City:

From—	To Gal- veston.	To New York.	Miles nearer.
San Francisco, Cal.....	1,620	2,560	940
Los Angeles, Cal.....	1,350	2,443	1,093
Salt Lake, Utah.....	1,240	1,990	750
Denver, Col.....	930	1,670	740
Cheyenne, Wyo.....	990	1,648	658
Santa Fe, N. M.....	790	1,805	1,015
El Paso, Tex.....	694	1,948	1,254
Lincoln, Neb.....	815	1,254	439
Topeka, Kan.....	680	1,226	546
Yankton, S. D.....	936	1,282	345
Omaha, Neb	839	1,214	375
St. Louis, Mo.....	705	946	241
Little Rock, Ark.....	408	1,153	745

GOVERNOR LANHAM CONVINCED.

Governor S. W. T. Lanham, after making a careful inspection of the Seawall, remarked to a representative of the Galveston News:

"This is work," said the Governor, as he surveyed the immovable mass of concrete, "that will be pointed to in ages to come as one of



Placing Riprap in Front of Seawall.

the greatest engineering specimens of man's skill. On my desk at Austin I have photographs of this great breakwater and from them and the descriptions and reports of the progress of the work that have been published from time to time, I have tried to comprehend

T. J. GROCE, President.

H. A. LANDES, Vice-President.
C. J. WOLSTON, Cashier.

GUY M. BRYAN, 2d Vice-President.

THE GALVESTON NATIONAL BANK

CAPITAL - \$125,000.00

SURPLUS PROFITS \$70,000.00

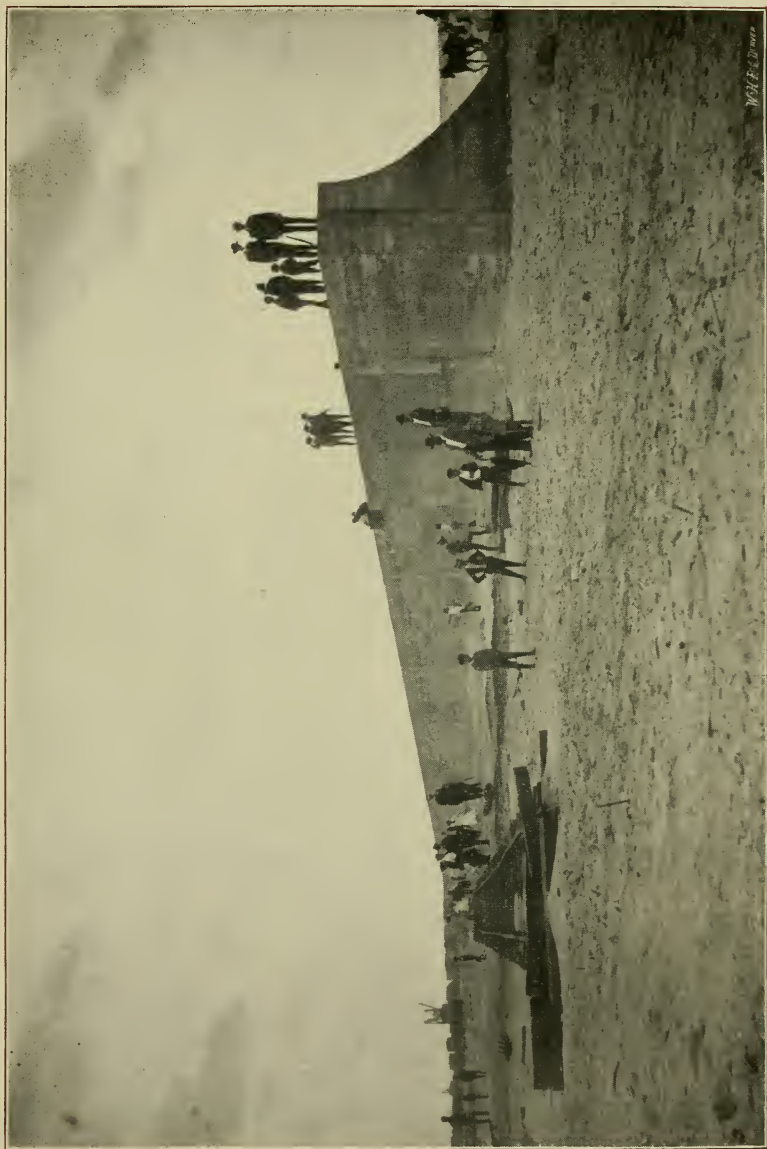
Cor. Strand and Tremont

GALVESTON, - - - TEXAS.

tion, the Twenty-eighth Legislature increased this donation by granting the same taxes for fifteen years additional, and extended same so as to cover taxes collected from property and persons in the entire county, instead of confining same to city alone. The Legislature further authorized the city to issue for grade raising purposes bonds to the amount of two million dollars at a rate not to exceed five per cent per annum, and also declared the money donated by the State to be a trust fund for the purpose of aiding the City of Galveston in paying the interest and sinking fund on said bond issue. At the present tax rate and assessed valuation the amount to be received from the State is estimated at between \$70,000 and \$75,000 per annum, or, approximately, \$1,000,000 for the entire fifteen years. As the city improves and taxable values increase, the State donation multiplies. The city utilizing the sinking fund of its different bond issues, also the first two years taxes received from the State, will purchase from time to time one-third of the entire issue of \$2,000,000 grade raising bonds, the remainder of said issue to be either sold for cash or else delivered in part payment to the contractor.

The Legislature, through a charter amendment, also provided for the appointment by the Governor of the State of three resident citizens of Galveston to constitute a board for the management, control and direction of said grade raising, said board to be styled the "Grade Raising Board of the City of Galveston." On May 19, 1903, the Governor appointed Captain J. P. Alvey, John Sealy and E. R. Cheeseborough. This board elected as consulting engineer Captain C. S. Riche, United States Army, who for six years past has been in charge of the Government Engineer's office at Galveston. This selection gave universal satisfaction, as Captain Riche is generally recognized as an engineer of splendid ability and of unquestioned integrity.

Mr. H. T. Wilson, a local engineer of wide experience, acting under the direction of Captain Riche, has made a very careful survey of the city, and his report shows that the amount of filling that will be required for the territory south of the north line of Broadway,



Back View of Seawall. to Be Filled Level with Top of Wall.

HENRY J. RUNGE, President.
GEORGE S. EWALT, Sec't. and Treas.

JOHN C. WALKER, Vice-President.
JOHN R. CCX, Superintendent.

Brush Electric Light and Power Company.

OFFICES AND WORKS:
26th AND POSTOFFICE STREETS.

GALVESTON, - - - - - TEXAS.

extending to the Gulf, and also east of the west line of Thirteenth street will be 11,243,900 cubic yards.

The Board of Engineers in their report call for the raising of the city grade to eight feet above mean low tide at Avenue A, fronting on Galveston Bay; ten feet at Avenue J, or Broadway; twelve feet at Avenue P, and continuing this slope to top of seawall at the Gulf of Mexico, seventeen feet, thus forming a rise of one foot in fifteen hundred feet from the Bay to the Gulf.

On December 11th, 1903, the Grade Raising Board awarded the contract for raising the grade of the city to P. C. Goedhart and Lindon W. Bates of 74 Broadway, New York, upon a basis of 18½ cents per cubic yard for filling in place, the total price being \$1,938,175, and the County of Galveston, which is building the seawall, contracted for the filling on the 100-foot strip back of the wall, upon a basis of 20 cents, or a total of \$142,570, or a grand total of \$2,080,745.

The method of securing the filling and the plan of distribution to be employed by Messrs. Goedhart and Bates has met with general favor at Galveston. The plan, while novel, has been declared by all the engineers interested as feasible, and one that solves a number of perplexing problems. The material is to be taken from the bay and between the Government jetties by self-loading and discharging and self-propelling dredges, which will steam from the excavating ground through a distributing canal to pipe line stations, and then discharge their loads through pipes running down the streets and avenues. This canal will parallel the seawall right of way and the city proper. The earth taken from the canal will be placed on the seawall right of way, and when the contract has been complied with the canal will be filled to grade.

The contractors are to move the houses from the canal route to sites provided, rent free, by the city, and later return them to their original locations. The city leases the lots from property owners, paying as rental all taxes for the period covered by the lease. The

territory to be filled embraces private property, as well as streets, sidewalks and alleys, and there is no special tax or charge made against the private property for the filling placed thereon. Under the terms of the contract the entire filling is to be completed within three years. The canal will solve both the distributing and drainage problems and the source of supply for filling will deepen the navigable waters and channel close to the city, an improvement which will be of great value. The total cost of the seawall complete and the grade raising will be \$3,500,000.

J. P. ALVEY,
JOHN SEALY.
E. R. CHEESEBOROUGH,

A wide, wild stretch of water,
Over which glide mammoth ships,
Yet disdains to quench the thirst
Of one that puts it to his lips.



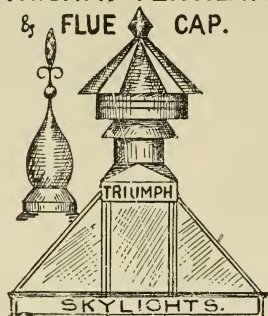
Medical College Building.

GALVESTON AS A DEEP WATER PORT AND POSSIBILITIES FOR THE FUTURE.

BY R. WAVERLEY SMITH, PRESIDENT DEEP WATER
COMMITTEE.

Galveston is the principal seaport of the Southwest, doing more foreign business than any port south of New York. It has recently moved forward to the third place in the rank of exporting ports in the United States, being exceeded in this respect only by New York and New Orleans. Galveston and New Orleans alternate as first and second cotton ports of the world, while the former ranks first in cotton seed produce exports. This port has forty-two steamship lines in active operation, including regular service to all important ports in Europe, and nine trunk lines of railroad centering here to carry

MANUFACTURERS OF THE
'TRIUMPH' VENTILATOR.
& FLUE CAP.



Al. Fedder

WORKER IN

**GALVANIZED IRON, TIN COP-
PER, BRASS AND ZINC, ETC.**

DEALER IN

Stoves, Tinware, and Granite Ware.

PHONE 700

2703-2705 Market St

Galveston, Texas.

OTTO LETZERICH.

GEO. AMBURN.

LETZERICH & CO.,

(Successors to Tuller & Foth)

CUSTOM HOUSE BROKERS

AND FORWARDING MERCHANTS

SPECIAL ATTENTION TO DRAWBACKS

209 CENTER STREET,

TELEPHONE NO. 296

GALVESTON, TEXAS.

C. NICOLINI & CO.,

Commission Merchants and Steamship Agents

PASSENGER AGENTS FOR ALL SHIPS PLYING BE-
TWEEN U. S. AND MEDITERRANEAN PORTS.

2001-2003 Strand Street.

Galveston, Texas.

the surplus products of the Southwest to, and the manufactured products of the Atlantic seaboard and Europe from, this great gateway of commerce.

The present available wharf front, being about six miles in length, will furnish accommodation for ninety-one large ocean-going vessels, this being second only to the port of New York, while in respect of the area of wharf shed room available for the handling of freight at this port, Galveston ranks ahead even of New York. This splendid wharf front is owned by the United States Government, State of Texas, Galveston Wharf Company, Southern Pacific Company, Santa Fe system, Rock Island system and the Galveston City Company.



Scottish Rite Cathedral.

Galveston is only one hour from the deep sea for a laden steamer, having now a minimum depth of 27 feet of water in the channel, which will soon be increased to thirty feet, with a width of 1200 feet, under a Government contract now being carried out.

According to the Government report for the fiscal year of 1902-03, Galveston foreign exports were valued at \$104,121,087.

The great fleet of Southern Pacific freighters put into active service between Galveston and New York about a year ago, has fulfilled the promise of an enormous increase of traffic through this port. All the freight to and from all parts of Texas, Colorado, Utah,

J. H. LANGBEHN

F. A. LANGBEHN

LANGBEHN BROS.

SUCCESSOR TO J. MOLLER & CO.,

STEAMSHIP AGENTS,

GALVESTON, - - TEXAS.

TEXAS-EUROPEAN

STEAMSHIP LINE

Regular Steamship Service to
Liverpool, Havre, Bremen, Hamburg,
Antwerp, Rotterdam, Copenhagen
Aarhus and other European
Ports

CUBAN STEAMSHIP

LINE TO LONDON

Monthly Sailings to London

SERRA LINE TO LIVERPOOL

1. The total length of improved wharf front is 21,641 lineal feet, or 4.1 miles.

2. The total area of property is 252.36 acres.

3. The warehouses and sheds cover an area of 1,594,289 square feet.

4. The storage capacity of the sheds is 309,858 bales of cotton placed on end, but if the cotton was tiered the entire crop of Texas could be put under cover.

5. The wharf company terminals consist of thirty-six miles of track laid with 70-pound standard steel rails, which together with all the latest improved switches, afford ample capacity for the storage of cars and a handling capacity of over a thousand loaded cars per day.

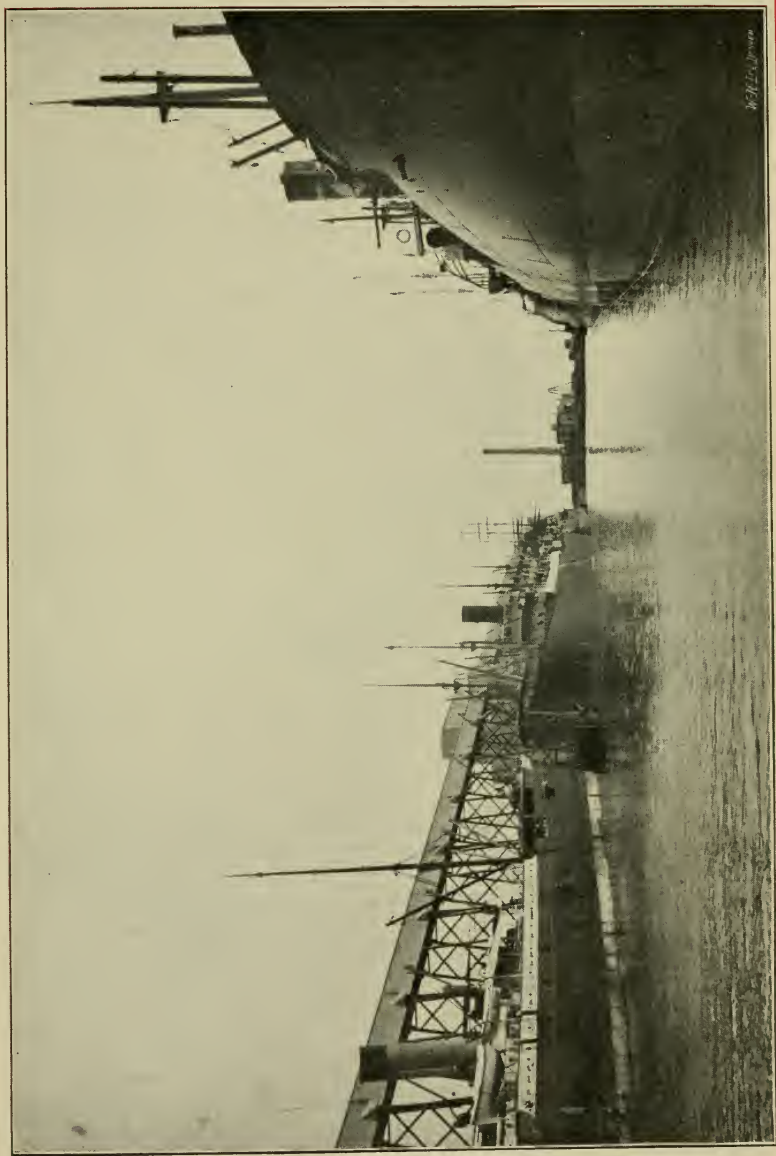
6. Marine ways, with a capacity for hauling out vessels of over 700 tons.

7. Two grain elevators of an aggregate capacity of 2,500,000 bushels, which, together with the Texas Star Flour Mills elevator of 750,000 bushels capacity and the Southern Pacific elevator of a million bushels, give the port an aggregate elevator capacity of over 4,000,000 bushels.

Elevator "A" has a capacity of delivering into vessels 70,000 bushels of grain per hour and unloading 200 cars of grain per day, being one of the most rapid handlers of grain in this country.

From the time it became apparent that it would be necessary to meet improved conditions on the bar and provide for vessels of deeper draft, that is, from 1890 to 1903 inclusive, the Wharf Company has expended over \$700,000 for the purchase, maintenance and operation of its dredging plant, which is only used for the purpose of dredging and deepening in front of and around its wharves.

In April, 1869, by decree of compromise the city waived all claim to the streets from Avenue A to the harbor line, running through the Wharf Company's property, receiving 6222 shares of stock, being one-third of the stock. On this the city has collected over \$900,000 in dividends.



View at the Southern Pacific Docks.

Taxes—The Wharf Company pays between \$40,000 and \$45,000 annually.

The Wharf Company expended \$400,000 in restoring its property after the storm of September 8, 1900. It went to work immediately repairing the damage, giving employment to a small army of laborers, not hesitating at expense, but using every means at its command to place its property in shape to handle the business of the port as soon as the railroads could bring it in. This they accomplished, and when the bridge was repaired, enabling the trains to enter our city, the Wharf Company was prepared to furnish facilities to handle all the business tendered them, so there was not one day's detention to shipping through any fault of the company.

Their elevators were badly damaged, Elevator "B" being almost a total wreck, yet they delivered grain to a vessel on September 22, only fourteen days after the storm, thus showing the prompt manner in which the repairs to their property were made.

From 1890 to date the Wharf Company has expended over \$2,000,000 in improving its property, building elevators, sheds, wharves, railroad tracks, etc., thus increasing the value of its property to \$5,000,000, and enabled it to keep pace with the demands of commerce; in fact, it has kept ahead, so that they have been able at all times, to properly care for all business seeking an outlet through our port.

No stronger refutation of the charge of monopoly could be found than in the enormous increase of the business of the port while in the "clutches" of the alleged "octopus." Moreover, the advent of the Southern Pacific Company and the construction of its unexcelled terminal facilities, are conclusive evidence that Galveston is in the full enjoyment of all the advantages to be derived from vigorous and healthy competition. The benefits that will accrue from her latest acquisition will be almost incalculable. It would not be inappropriate to quote from a recent interesting publication on the subject of the Southern Pacific Terminals:

"When the Southern Pacific began its extensive improvements at Galveston a year or two since it was with a view of accommodating its facilities to the growing demands of trade and commerce generally. The constantly augmenting business of exports of all classes of American products to the consumers of the globe severely taxed the trade institutions, crowding the wharves and docks of the various seaports at periods when traffic congestion seriously crippled all departments of the great transportation lines of the country.

"The permanent deep water at Galveston, the magnificence of the harbor and the converging of rail lines to the city in question, made the proposition extremely attractive, and the fact that the great crops of the West sought egress through Gulf ports precluded all possibility of failure or any lack of trade. Thus the determination of the Southern Pacific to erect the vast system of sheds, docks, elevators, conveyors and other loading and unloading appliances, was based upon results of observation and upon the necessities of the situation which the promoters of the improvement realized and appreciated.

"To date the Southern Pacific has expended over \$2,000,000 in its Galveston terminals, and this sum will be constantly increased in the near future by the addition of other improvements demanded by the trade.

"A million bushel grain elevator is being erected on Pier A, and will soon be completed. A large power house is being built to accommodate the machinery for operating the elevator, and other projects are contemplated in the interest of the great railroad and steamship company, which means so much for this port and the whole Southwest. The dock and terminal improvements completed to date and agreed upon for immediate construction, represent an outlay of \$2,500,000 in round figures."

Another evidence of Galveston's freedom from the thrall of monopoly lies in the fact that the Gulf, Colorado and Santa Fe Railway Company has a large area of property east of Tenth street and a valuable frontage on the channel, as has also the Rock Island system west of the Southern Pacific docks, which will be developed as soon as the need of more facilities than the Wharf Company can furnish will warrant.

If there is a scintilla of doubt as to the strength and importance of Galveston's position as a port, or of her future greatness as a

municipality it must be dispelled by the recent action of the fifty-seventh Congress in undertaking in accordance with plans of the United States Engineers, the restoration of the jetties at a cost of \$1,500,000, the repair and rebuilding of the fortifications at a cost of \$1,000,000, and the improvement of the inner harbor channel to a width of 1200 feet and a depth of thirty feet, at a cost of over \$1,500,000, which will make Galveston the peer of any port in the world.

SHIPPING.

"Greater Galveston, where rail and water lines meet."

The statement that Galveston is destined to be one of the leading ports of the United States is no longer a prediction. That prophecy has been fulfilled and Galveston is one of the leading ports of the country. Situated as she is, only one hour's run from the deep sea, and at the very door of a large and rich territory, nothing has been able to stop her progress. With the development of industries and the increase of population and production in her territory, the port of Galveston has kept pace in added facilities for handling outgoing and incoming cargoes. To-day there is not a country of importance in the world that has not direct connection with Galveston. Regular line service is becoming popular, and as the country develops new lines are established, until Galveston now offers a foreign steamship service barely surpassed by any port in the United States. The coastwise trade is well looked after, the New York business being handled by two prominent lines, which together have five vessels in and out of the port each week. The lines are the New York and Texas steamship line (Mallory line) and the Southern Pacific-Morgan steamship line. In connection with the coastwise trade there are three tank lines to Sabine Pass, a steamship line to Brownsville, two schooner lines to Brownsville, three schooner lines to Corpus Christi, and numerous small vessels plying between Galveston and nearby ports. The foreign trade is cared for by fifty-three lines of steamships, besides numerous tramp steamers. All these lines do not have regular sailings the year round, but through the busy season, which lasts from September until April, sailings on all lines are frequent.

Referring to the depth of the water in the harbor and on the bar, the following record of deeply laden vessels passing out over the bar during the last year is conclusive proof that Galveston is a deep water port, even without the improvements now in progress:

	Feet.	Inches.
1902—		
April 18—Ss Irada (Br)	25	6
July 29—Ss St. George (Br.)	25	3
Aug. 21—Ss Monomv (Br)	25	3
Aug. 24—Ss Ikbai (Br)	25	0
Sept. 12—Ss Inchmaree (Br)	25	2
Sept. 17—Ss Breslau (Ger)	25	0
Oct. 25—Ss Chemnitz (Ger)	25	0
Nov. 23—Ss Muneola (Br)	25	4
1903—		
Jan. 13—Ss Frankfort (Ger)	25	1
Feb. 2—Ss Cassel (Ger)	26	6
Feb. 10—Ss Irak (Ger)	25	10
Mar. 9—Ss Rio Jano (Span)	25	10
Mar. 24—Ss Ramore Head (Br)	25	6
April 10—Ss Atlantian (Br)	25	8
May 6—Ss Alexandria (Br)	25	6
May 15—Ss Irada (Br)	25	10
May 27—Ss Inchmaree (Br)	25	9
June 25—Ss Inchulva (Br)	25	6
June 30—Ss Acilia (Ger)	25	11
Aug. 8—Ss Dictator (Br)	25	8
Aug. 13—Ss Alexandria (Ger)	25	7

Men must have faith in any great achievement, and must put that faith to practical use and helping forces will respond to their needs. Galveston has manifested her faith in the present project of building a seawall to protect her from the inflowing water. And now that the greater obstacles have been overcome, she has the confidence to go on with the raising of the grade of the city.

Recently Refitted and Refurnished Through-
out, 50 Rooms en Suite with Bath.

TREMONT HOTEL

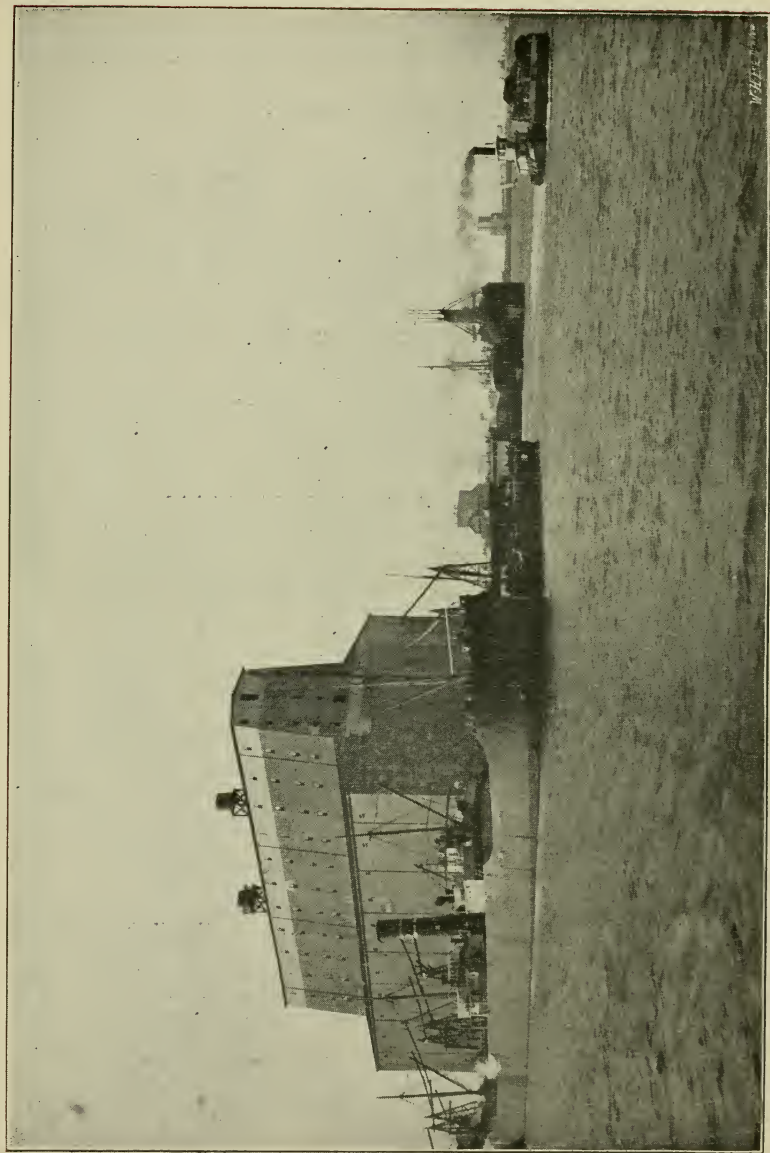


Galveston, Texas.

RATES \$2.50 TO \$4.00 PER DAY
AMERICAN PLAN

FISHER SISTERS
PROPS.

W. A. EASTON,
MANAGER.



Wharf Scene, Looking West, Showing a Tow in the Channel.

W. L. MOODY.

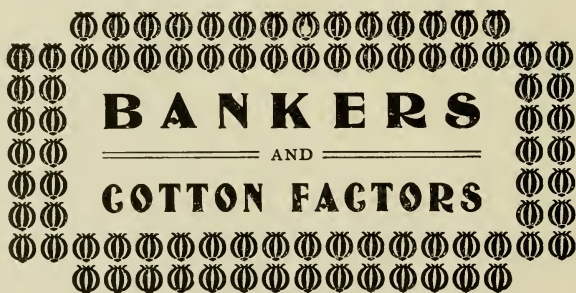
W. L. MOODY, Jr.

F. B. MOODY.

ESTABLISHED 1866.

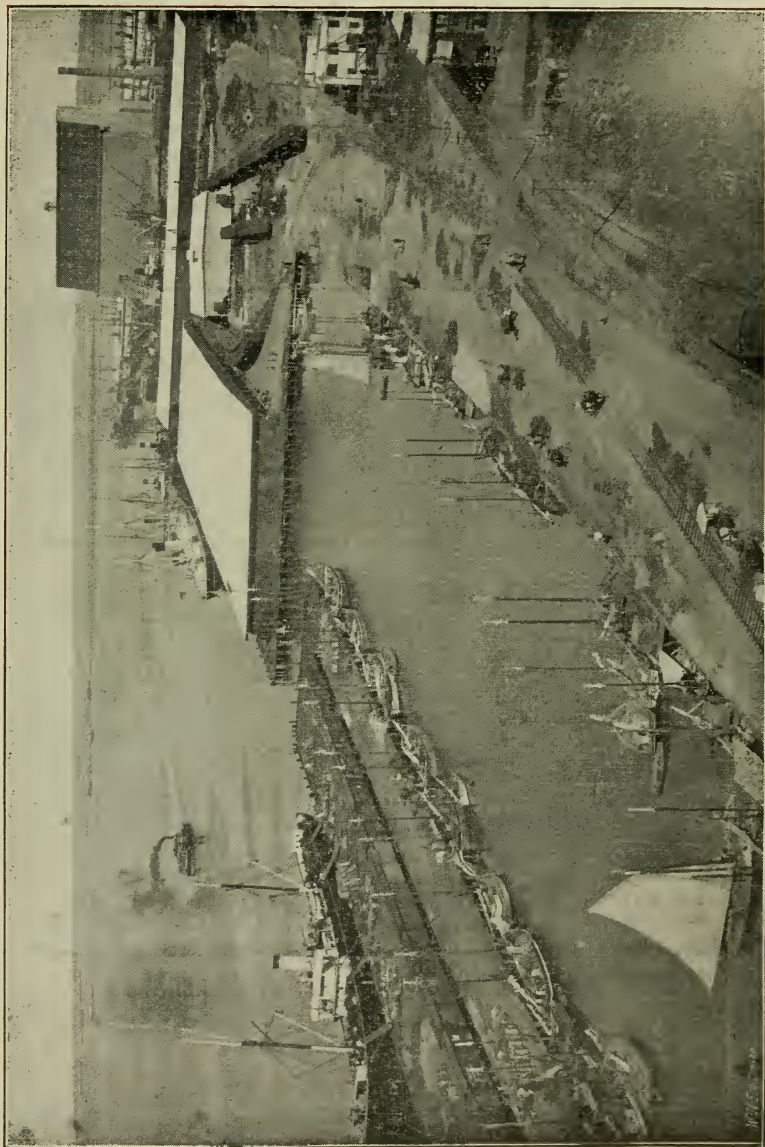
W. L. Moody & Co.

GALVESTON, TEXAS.



CORRESPONDENTS

Bank of America	New York
National Bank of Commerce	St. Louis
Germania National Bank	New Orleans
Continental National Bank	Chicago
Trades National Bank	Kansas City
Dennistoun Cross & Co.	London, Eng.
Credit Lyonnais	Paris, France
Deutsche Bank	Berlin



Wharf Scene, Looking East, Showing Mosquito Fleet.

ULLMANN, LEWIS & CO.,

WHOLESALE GROCERS

I m p o r t e r s
AND
Liquor Dealers

Cor. Strand and 24th Sts.

GALVESTON, TEXAS.

D. E. CROSLAND, PRESIDENT.
L. B. BURCK, SEC'Y. AND TREAS.

D. E. LANDES, VICE-PRESIDENT.
W. R. WHITE, MANAGER.

SOUTHERN COFFEE COMPANY

INCORPORATED

GOLD SEAL BRAND

ALADIN MOCHA AND JAVA

COFFEE, TEAS, SPICES, BAKING POWDER, EXTRACTS,
: : : VINEGAR AND GROCERS' SUNDRIES : : :

GALVESTON, TEXAS.

JNO. D. ROGERS.

Jno. D. Rogers & Co.

COTTON FACTORS and COMMISSION MERCHANTS

COTTON

Liberal advances made on cotton shipments.
Correspondence Solicited.

GALVESTON, - - - - TEXAS.

GALVESTON'S RANK AS A COTTON PORT.

As a further evidence of the progress of Galveston as a cotton port, the net receipts of cotton at all United States ports for the same years are given below, the smaller ports being combined as "other ports." So far this year, 1903-04, Galveston is about 600,000 bales ahead of New Orleans, thus making her the first cotton port in the world.

Ports—	1902-03.	1892-93.	1882-83.
Galveston	2,093,070	1,047,910	863,104
New Orleans	2,316,617	1,620,079	1,674,524
Mobile	216,557	182,884	311,977
Savannah	1,297,453	791,211	817,670
Charleston	200,489	287,496	570,077
Wilmington	328,272	159,394	129,146



St. Mary's Hospital and Annex.

Norfolk	509,437	297,301	798,676
Baltimore	49,046	66,893	89,347
New York	57,577	107,068	152,184
Boston	99,040	123,751	192,101
Philadelphia	27,449	73,212	99,141
Other ports	525,202	330,132	284,156
Totals	7,720,209	5,081,394	5,892,483

From a Galveston standpoint PUSH is the watchword. PUSH the present enterprise to success. The world looks on with applause at the herculean efforts which are being made for a storm-proof city. And local pride and justice is sure to reserve the front seats for the men who push. On every door to success is boldly written PUSH. And no other people in the wide world have more, if as much, push as is to be found in Galveston.

JESSE ASTALL, Pres't. and Treas.

JAS. J. ASTALL. Vice-Pres't. and Sec'y

ASTALL IRON WORKS CO.,

MAJORITY OF STOCK FOR SALE BY JESSE ASTALL

Engineers, Brass and Iron Founders, Manufacturers
Engines, Boilers, Steam Pumps, Agents Machinery
. and Supplies

2615 STRAND

PHONE 332

FOR HEALTH and STRENGTH

DRINK

**Magnolia Keg Beer, Southern
Select and Splits Bottle Beer**

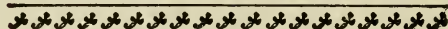
HOUSTON ICE & BEWERING CO.

D. ROSSI, Agent.

Phones 631 and 454.

Galveston, Texas.

T. P. JOUGHIN & CO.,
GROCCERS

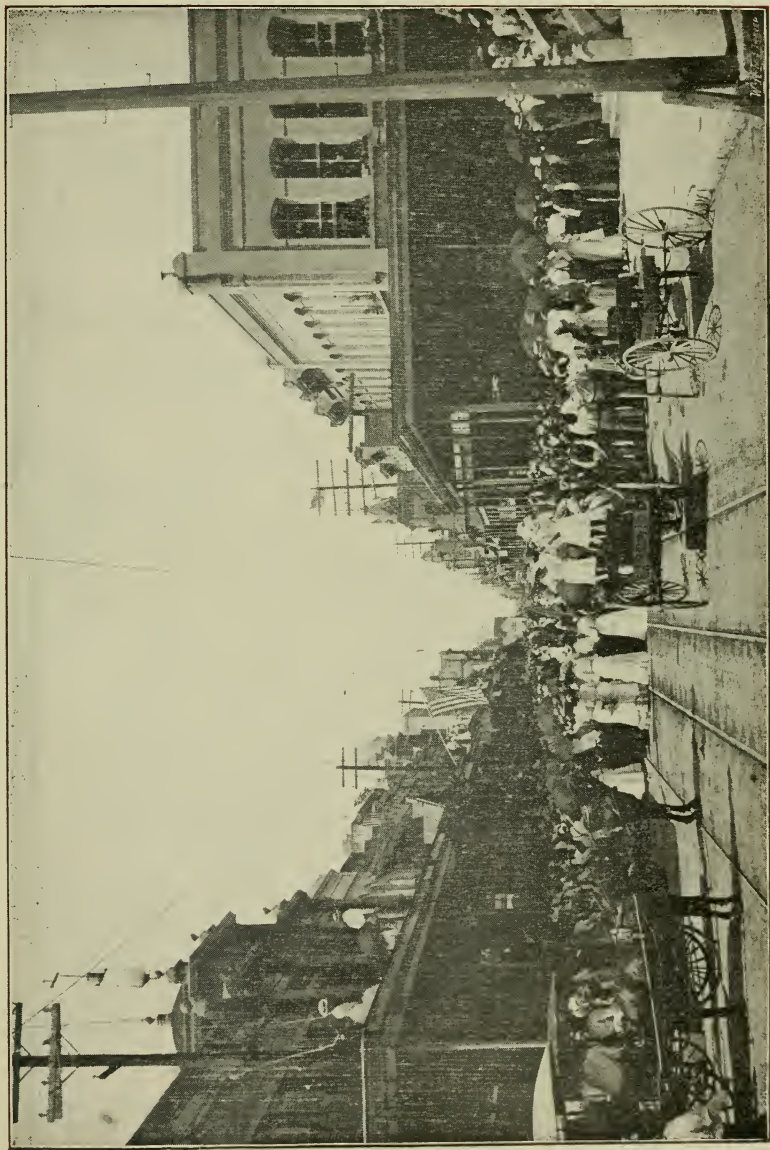


AND IMPORTERS OF CEYLON AND ASSAM TEAS.

2601-2505 MARKET ST.

PHONE 282,

GALVESTON, TEXAS.



Market Street on Labor Day, Looking West.

"THE TEXAS ROAD"

"Look at the Figures"

THE WORLD'S FAIR AT St. LOUIS IN 1904.

Will cover twelve hundred acres of land having three hundred acres of exhibit space, and will cost over forty millions of dollars. St. Louis is reached directly from Texas by the I. & G. N. Iron Mountain lines.

Miles, Minutes, Money,

Saved between Texas and St. Louis, via the I. & G. N.

The "True St. Louis World's Fair Line"

181 Miles Shortest, 5 Hours 57 min. Quickest,
HOUSTON to St. LOUIS.

109 Miles Shortest, 4 Hours 7 min. Quickest,
SAN ANTONIO to St. LOUIS.

183 Miles Shortest, 6 Hours 57 min. Quickest,
GALVESTON to St. LOUIS.

109 Miles Shortest, 5 Hours 12 min. Quickest,
AUSTIN to St. LOUIS.

Equally as quick to all Eastern Cities through St. Louis.

Figures Do Not Misrepresent.

6 Hours 39 Minutes Quickest, St. Louis to Houston.
5 Hours 54 Minutes Quickest, St. Louis to Galveston.
4 Hours 28 Minutes Quickest, St. Louis to San Antonio.
6 Hours 47 Minutes Quickest, St. Louis to Austin.

Figures Do Not Misrepresent.

Excellent Dining Car Service all the way—all the time.

THE GREATEST EXPOSITION OF THE AGE.

Will open at St. Louis in May, 1904 to commemorate the centennial of the great Louisiana Territory Purchase by the United States from France. St. Louis is reached directly from Texas by the I. & G. N. Iron Mountain Lines.

"THE TEXAS ROAD"

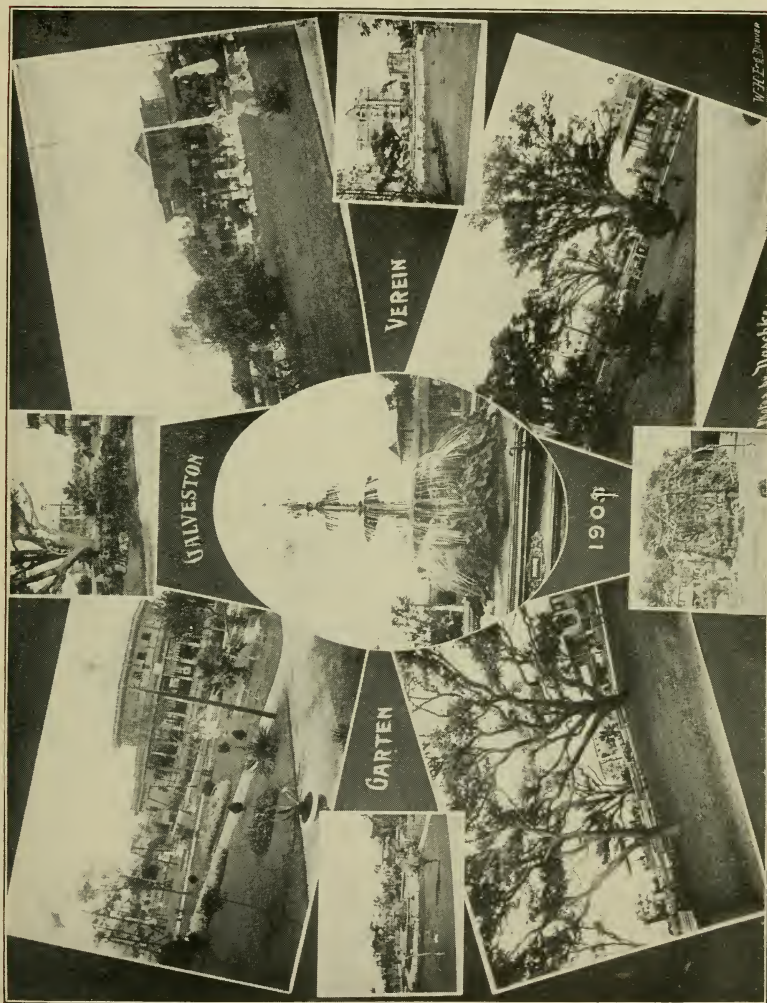
International & Great Northern
Railroad.

L. TRICE,
2d Vice-President and Gen'l. Mgr.

D. J. PRICE,
General Passenger and Ticket Agt.

GALVESTON'S RANK AMONG PORTS.

As a result of the enormous foreign trade that Galveston has enjoyed during the past fiscal year, the port has advanced one



Garten Verein.

number in its rank among exporting ports of the United States and now holds third place from the top of the list. It also holds the proud distinction of being the only port in the United States that passed its old record and set up a new mark for export values. The fiscal

I. H. KEMPNER, President.

J. T. McCARTHY, Cashier.

BIRD S. COLER, { Vice-Presidents.
J. M. MOORE, {
F. P. EVANS, Asst. Cashier.

TEXAS BANK

& TRUST CO.

GALVESTON, TEXAS.

CAPITAL \$200,000

SURPLUS \$200,000

INTEREST ALLOWD ON TIME AND SAVINGS DEPOSITS.

We invite correspondence from out-of-town banks because we believe
we can be of service to them.

SPECIAL ATTENTION GIVEN TO COLLECTIONS

WE BUY AND SELL FOREIGN EXCHANGE

AND ARE LARGE BUYERS OF

COTTON AND GRAIN BILLS.

year 1900-01 was the banner year for export values for the United States and for every port in the country. Since that time there has been a falling away of export values, in 1901-02 all ports suffering to a greater or less extent. Galveston was on the list that did not that year equal its banner year, but came nearer doing it than any other port. For the year just closed she passed the high mark and sent out to foreign countries goods valued at \$104,121,087. In 1901-02 Galveston passed Baltimore and in 1902-03 Boston-Charlestown (Mass.) was left in the rear, with Baltimore taking fifth place in the list. While Galveston gained \$2,243,787 over its banner year, Baltimore fell away \$24,534,584, Boston-Charlestown (Mass.), \$55,581,788, New Orleans \$3,704,080, and New York \$112,905,414.

Galveston's rank among the Gulf ports in total trade is still second, and second also in rank as an exporting point. As a port of entry her rank among the Gulf ports is fourth, which is also the same position the port occupied in 1901-02 and the year previous.



Rosenberg Library (Nearing Completion).
Residence of D. B. Henderson to the Left.

BUSY WHARF SCENES.

From the Galveston Tribune, October 1, 1903.

The last days of September were busy ones here, especially in regard to cotton shipments, and there were more vessels clearing and sailing Wednesday—the number footed up nine—than often happens in the busiest of seasons, and they presented a pretty picture as they passed out of the harbor, firing their rockets as a farewell salute. The receipts of cotton for the month amounted to 184,836 bales, and the movement did not fully start until some ten days since, while the receipts of grain—wheat, corn and rye—reached the number of 3633 cars. Despite the large number of vessels sailing yesterday the harbor is well filled with ships and they are arriving almost hourly, as there is a large fleet on the way to this port.

* * *

Some idea of the magnitude of the business transacted at this port

W M . S C H A D T

(WHOLESALE AND RETAIL)

SASH, DOORS, BLINDS
HARDWARE, PAINTING
MATERIALS, MANTELS
GRATES, TILE AND GLASS

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GALVESTON, TEXAS.

Murdoch's Bath House

GEORGE MURDOCH, Proprietor.

GALVESTON'S PRIDE



23d and Beach.

Galveston, Texas.

ESTABLISHED
1855.

SAME OLD PLACE
1903.

Geo. Schneider & Co.

IMPORTERS.

WHOLESALE LIQUOR DEALERS.

THE OLDEST LIQUOR HOUSE IN TEXAS.

WE SOLICIT YOUR BUSINESS AND ASSURE
YOU PROMPT AND CAREFUL ATTENTION

2110-2112 STRAND

GALVESTON, TEXAS.

can be formed by an epitomized statement of the exportations to foreign countries and their appraised value, which is as follows: Cotton, 91,796 bales, valued at \$4,802,398; 982,000 bushels of wheat, valued at \$829,114; 34,284 bushels of corn, valued at \$16,113; 40,554 barrels of flour, valued at \$149,291; 15,875 feet of walnut lumber, valued at \$1,111; 204 walnut logs, valued at \$6,814; 301,560 feet of pine lumber, valued at \$6,372; 164,955 staves, valued at \$17,771; 4,353 bags of zinc ore, valued at \$15,890; 11,084 sacks of cotton seed meal, valued at \$120,530; 1,793 sacks of copper matte, valued at \$15,814; 290 sacks of mineral wool, valued at \$1,530; 500 sacks of meadow fescue grass seed, valued at \$6,180; 4353 sacks of zinc ore, valued at \$10,890, and 542 barrels of soap stock, valued at \$2,056. The total value of the exports during the three last days of September was \$5,995,060. The large shipments of flour to foreign ports is particularly noticeable.

* * *

In addition to the shipments direct to foreign countries, the regular steamers of the Mallory and Southern Pacific lines took out a large amount of cotton wool, hides, sugar, canned goods, wines, copper



Murdoch's Bathing Pavillon, on the Beach.

bullion and many other commodities which are not enumerated in the summary given above.

—o—

FIRST COTTON PORT.

From the Galveston Tribune, Jan. 12, 1904.

"Galveston is this season maintaining her prestige as the leading port of the world as never before. At this time last year New Orleans was ahead of her by a few thousand bales, but now Galveston leads by about half a million bales. It is not at all probable that this advantage will be overcome before the end of the season, and for the first time in her history the Texas port will have the proud satisfaction of posing as the greatest of cotton ports. This is as much a matter of pride to Texas generally as to the Pirate Isle."

The foregoing very pleasant editorial expression of the San Antonio Express is appreciated by Galveston, and its prediction that this port will close the cotton season in the lead is sure to be verified. The Express is in error, though, in the statement that this will be Galveston's first year at the head of the list of cotton ports. The season

LEON BLUM, PREST.

E. R. CHEESBOROUGH, Sect. and Treas.
M. MARX, VICE-PREST.

THE

Leon & H. Blum Land Company

Authorized Capital . . \$2,000,000

Has for sale a large list of valuable city property, also
REAL ESTATE, IMPROVED and UNIMPROVED,
IN 150 COUNTIES IN TEXAS.

Write For List and Particulars.

OFFICE : 306-311 Trust Bldg.

Galveston, Texas.

J. E. Wallis.

H. A. Landes.

C. L. Wallis.

Wallis, Landes & Co.

Cotton Factors

LIBERAL ADVANCES MADE ON CONSIGNMENTS

2409-2411 Strand St.

Galveston, Texas.

of 1898-99 closed with Galveston ahead of New Orleans over 100,000 bales. The following season the inundation of the cotton fields along the bottoms of the Brazos and tributary streams wiped out an enormous amount of cotton that would have come to this port, hence New Orleans again led. During the next season we were visited by the hurricane which set the port back somewhat, but now Galveston is coming into her own, and from this season forward the Texas port will prove to be the leading cotton shipping port of the world, as Texas is the first cotton producing State of the Union.

RECORDS THAT WERE BROKEN.

Galveston has passed Boston-Charlestown (Mass.), and now holds third place in the rank of exporting points in the United States.

Galveston advanced from twenty-third place to eighteenth place in her rank as a port of entry among the Ocean and Gulf ports.

Foreign export values for the fiscal year amounted to \$104,121,087, an increase over the previous banner year of the port by \$2,158,295, being increase over the previous banner year of the port by \$2,158,295, being the only port in the United States passing her old high record.

All records in custom house receipts were broken, last year's receipts being exceeded 116 per cent.

Total value of freight handled in Galveston harbor for the year was \$447,910,707, an increase of \$201,343,461 over the previous year.

GALVESTON OF TODAY.

New Orleans Editor's Handsome Tribute to the People of This City.

Mr. J. M. Leveque, the brilliant editor and owner of the Harlequin of New Orleans, after visiting Galveston and having inspected the



Rosenberg Mounment to the Heroes of Texas Independence.

work accomplished by her people since the great storm, returned home and published a report, of which the following is an extract:

"In the heart of Galveston there stands a magnificent statue com-

LARGEST AND MOST COMPLETE
LAUNDRY IN THE CITY

Model Laundry,

Corner 24th and Postoffice Sts.,

Telephone No. 79.

Galveston, Texas.

F. H. HIBBERT,

SALE, LIVERY

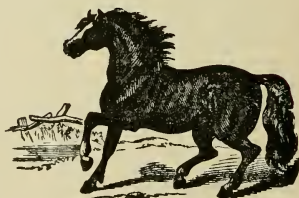
AND

Boarding Stable

Horses, Mules and Cows at
all times. Rubber Tire Hacks

2317 P. O. St.

Phone 346



L. KOESTER, **Wholesale Liquor Dealer,**

also, Ciders, Fruit Juices Etc.

Satisfaction Guaranteed.

OUR BEDFORD PRIVATE STOCK

full qts. Excels any liquor in the market for the
price. All non-alcoholic beverages accompani-
ed by a notarys' certificate. ❖ ❖ ❖

Call For Price List.

TELEPHONE 909.

101-24TH STREET. GALVESTON, TEXAS.

memorating the heroism of those great Texans who, through a toil of hardship, doubt and disaster, founded the splendid Republic.

"Looking from opposite sides of the column are two bronzes of heroic size, figures of women, representing respectively 'Courage' and 'Honor.'

"I do not know whether it be the rare excellence of the sculptor's art or the emotions that surged upon me as I looked at them, but it seems to me no one can look upon and ever afterward forget either of these faces. The towering purpose of the one, the clear-eyed gaze, the sweet, sedate, inexplicably unapproachable, yet tender simplicity of the other, each chisel themselves out in the memory and the imagination and set themselves up there—memories for a lifetime.

"It seems to me that both these expressions might fittingly stand for the modern heroes of Galveston as well as for those illustrious sons of early Texas. Greater courage, higher honor, was never exhibited by a people than that with which Galvestonians have reclaimed their city from the wreck and ravage of a storm which



View of Portion of the City, Showing Central Park.

will go down as the greatest single catastrophe in history.

"I spent a day in Galveston last week. I had not seen the city in nine years. To such a one there is scarcely a scar left by the storm. The stout men of Galveston are rebuilding the former confidence and prestige with a care, cunning, solidity and thoroughness not second to that they have employed in obliterating the physical traces of the storm. They have reached a stage of success on this gigantic undertaking marking them giants of courage and stamping them men of the highest honor, for so genuine a love of home is the highest type of honor.

"It was my privilege to talk to several of the Galvestonians who were chief factors in the great reviving confidence at a time when stout-hearted, clear-headed men were needed—young men, too, men commanding great interests centered in Galveston. They exhibit the superlative degree of reviving confidence in Galveston. There is no sham in their attitude of mind. They view with calm vision the central fact that vast calamities may happen to the happiest of cities

E. STAVENHAGEN SR.

E. STAVENHAGEN JR.

E. STAVENHAGEN & SON,

Commission Merchants

===== AND DEALERS IN =====

Produce and Grocers' Sundries

Celebrated Silver Leaf
Elgin Creamery Butter

Quick Sales and Prompt Returns on
Consignments Entrusted to Us.....

2114 Strand.

PHONE 679.

Galveston, Texas.

T. L. Cross & Co., **SHIPSTORES and CHANDLERY**

**MANUFACTURERS' AGENTS AND
COMMISSION MERCHANTS * ***

Keep a full stock on hand of everything in our line
Call and be convinced.

2014-2016 and 2018 Strand

Galveston, Texas.

R. G. DUN & CO.

ESTABLISHED 1841

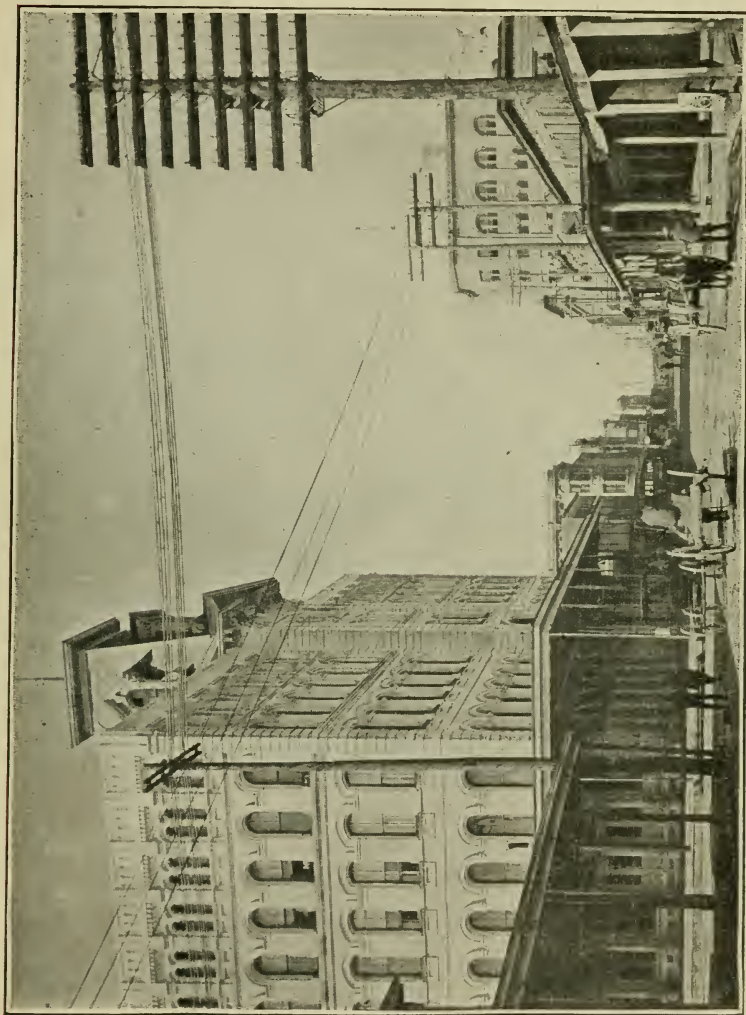
THE MERCANTILE AGENCY

**One Hundred and Fifty
One Offices**

**Books Arranged With Trade
Classification of Names.**

GALVESTON.

anywhere, at any time; that such an one as befell Galveston has never before happened in history, and that the unimpeachable logic of the law of chance in the world is that it will never happen again. In



View of Tremont Street, Looking North, Showing Tremont Hotel and Trust Building.

addition to this is the absolute guarantee of a tremendous protection project which, besides its physical utility, is the surest possible evidence of the city's self-confidence.

GALVESTON COTTON EXCHANGE STATEMENT.

The following statement of receipts, exports, local consumption, weight of bales, both round and square, at Galveston, for the season of 1902-03 was furnished by S. O. Young, Secretary of the Galveston Cotton Exchange. (Round bales counted as half bales):

	1903.	1902.
Net receipts.....	2,093,070	2,090,710
Gross receipts.....	2,093,070	2,090,710
Exports to Great Britain.....	685,498	880,390
Exports to France.....	328,997	352,739
Exports to Continent.....	610,290	533,815
Exports to Japan.....	None	None
Exports to Mexico.....	11,580	6,100
Exports to coastwise ports.....	482,982	341,397
Shipped to interior points north of the Potomac.....	None	None
Shipped to interior points south of the Potomac.....	1,171	None
Local consumption.....	None	None
Average weight of year's receipts (pounds).....	519.54	522.28
Stock August 31.....	1,131	31,449
New cotton received to close of August.....	594	56,363
Average value of bales.....	\$51.47	\$44.39
Burned	None	None
Total round bales received.....	381,750	230,718
Average weight of round bales (pounds).....	253.80	254.19

CUSTOM HOUSE RECEIPTS.

Following is a statement of duties collected by months during the fiscal year 1902-03 and a comparative statement of all moneys collected at the port:

July	\$15,399 10	January	72,835 95
August	20,271 70	February	11,238 64
September	35,900 11	March	35,132 93
October	39,928 98	April	36,511 18
November	33,379 64	May	20,808 70
December	42,758 79	June	24,338 94
		Total	\$388,504 57

Following is a statement of duties paid and cash from all sources received at the custom house at this port for the fiscal year 1902-03, compared with the three previous years:

Year—	Number of entries.	Amount duties.	Cash from all sources.
1902-03	1,426	\$388,504 57	\$448,519 00
1901-02	1,117	179,084 12	220,321 79
1900-01	772	152,429 72	196,137 78
1899-00	799	154,199 26	233,870 22

The increase of duties paid in 1902-03 over the previous year, as indicated in the above table, is \$209,420.45, and the increase in all moneys received \$228,197.21.

The total value of goods handled over the Galveston wharves for the year just closed was \$447,910,707, compared with a valuation of \$246,567,246 for 1901-02, showing an increase of \$201,343,461. This increase was due largely to our expanded coastwise trade, due to the union of steamship and railroad lines of the Southern Pacific system at the port of Galveston.

Following is given the approximate value of the freight handled coastwise at the port of Galveston for each month of the fiscal year 1902-03:

July	\$13,877,856	January	40,205,635
August	23,046,280	February	25,109,213
September	19,673,275	March	27,782,829
October	34,166,069	April	31,635,657
November	38,821,267	May	29,121,100
December	30,495,114	June	29,389,618

Total

The total value of freight handled coastwise over the Galveston wharves during the past year was \$342,278,279.

THE CITY AND PORT OF GALVESTON.

BY J. H. JOHNSTON, SECRETARY OF THE CHAMBER OF COMMERCE.

Long before the immortal heroes of the Alamo, Goliad and San Jacinto had carved the boundaries of the Lone Star State, an empire in itself, the island upon which the present City of Galveston stands was well known to most people in the United States and to many residents of foreign countries. The question naturally arises: Why was this so? The answer is simple enough. Because this was a natural port and easily the most accessible on the entire Gulf of Mexico, hence it had become at an early date the rendezvous of the pirate LaFitte and his associates, possibly less historic, but no less acute when the consideration was a good thing to be secured at little cost. Galveston Island had then, as it has today, the most delightful climate to be found anywhere in the broad Southland.



Residence of Charles Fowler.

After LaFitte and his followers had either reformed or departed for less desirable quarters, in this world or the next, Galveston Island was settled by an energetic and enterprising class of people, who promptly set about building a town, which for a long time to come was to be the commercial center as well as the chief port of the great Southwest. Difficulties in plenty there were to contend with on account of the undeveloped state of the country and lack of facilities, but the people had in them the stuff of which heroes are made and which they transmitted to their offspring to be later displayed when the eyes of the entire world were centered on this storm-stricken community. Such were the people who built "the Oleander City," as it is commonly called, and who by their own efforts and with final assistance of the Federal Government established the harbor and port of which the following was written prior to September, 1900:

"Galveston harbor is one of the most impressively beautiful in the world. Stretching for miles in a great semi-circle, the ship channel sweeps by the greatest system of docks in the South and out to sea

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through the most magnificent system of jetties in the world. Here may be seen elevators, towering high above the tallest masts in the harbor, where grain and coal are handled by the millions of bushels and hundreds of thousands of tons; the endless warehouses where the crops of many States might be stored; also every adjunct of a modern busy, deep water port, from a gas buoy to a big ship on a marine railway.

"Galveston naturally commands the commerce of Texas, but in addition to it is the gateway to the sea for that wide expanse of Trans-Mississippi country that is termed the supply house of the world. Kansas is the central State of the United States, and Galveston is the nearest port to that center.

"Before the Federal Government instituted the great work of developing a deep water harbor on the Gulf of Mexico, the products of the Trans-Mississippi country were subject to the control of the ports of the Atlantic seaboard. To relieve the producers of the West from



Rosenberg School.

the excessive cost of long overland hauls and to give them the benefit of proximity to the sea, the Federal Government determined to develop upon the Gulf of Mexico, at the most favorable location, a deep water port of the first class. Galveston was selected as the most available by reason of geographical and natural advantages, and it was here that the Government expended \$8,000,000 on a jetty system that is one of the marvels of marine engineering.

"It has been stated by an eminent authority that the Government never made a better investment than in deepening the water of Galveston harbor. It is said that in the lessening of the transportation charges on one crop of Kansas grain alone the jetties have paid for themselves.

However that may be, the making of a deep water port at Galveston has wrought a revolution in the transportation of the world. The tide of commerce in the West has turned gulfward, and in the four years that Galveston has been accorded recognition a mighty change has been taking place.

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NOBBE & ROEMPKE, Gold and
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Bathing Scene on Galveston's Beach.

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CHAS. FRENKEL, Sec't-Treas. AARON BLUM, Gen. Manager.
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Oldest and most reliable furniture house in Galveston.
Come to us for your wants in our line and we'll save you
money.

*** 2119-2121 CHURCH STREET. ***

"In 1898 Galveston became the first cotton shipping port of the world. In that year this port handled 2,300,000 bales of cotton. This year Galveston will rank third in the list of grain ports. Five years ago Galveston handled no export grain, but so marvelous has been the growth of this business that within ten years Galveston will not only be the first cotton shipping port, but the first grain port of the world. Galveston is essentially a commercial city. It always will be. Its life is the life of ships and rails. One-eighth of the corporate space—all that fronting on the bay shore—is a maze of tracks, docks and warehouses. Another eighth is given over to stores and offices, while the remaining three-fourths make up the residential section of the city.

"In addition to its magnificent harbor and splendid wharf system, Galveston can boast of excellent railroad facilities. The Gulf, Colorado and Santa Fe, the Galveston, Houston and Henderson, the Galveston, Houston and Northern, and the Gulf and Interstate Railroads find entrance here. The Gulf, Colorado and Santa Fe is the Southern leg



Residence of W. L. Moody, Jr.

of the great Atchafalaya, Topeka and Santa Fe system, that spreads out from Chicago to the Pacific; the Galveston, Houston and Henderson is the terminal line for the International and Great Northern and Missouri, Kansas and Texas lines, and the Galveston, Houston and Northern is the terminal line for the Southern Pacific system. The Gulf and Interstate is a short line to Beaumont, tapping the great lumber belt of East Texas and West Louisiana. These four lines make the handle or stem from which the railroads of Texas spread out in fan-like form.

"There is no city in the South with so many beautiful homes in proportion to the population or so many evidences of the benefactions of its wealthy citizens. Chief among the public benefactors were Henry Rosenberg, John Sealy and George Ball. Mr. Rosenberg left to the people such noble ornaments of his life as the Rosenberg School, the Orphans Home, the Letitia Rosenberg Home for Women, the Young Men's Christian Association, the monument commemor-

R. WAVERLEY SMITH, President.
W. N. STOWE, Cashier,

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F. ANDLER, Asst-Cashier.

FIRST NATIONAL BANK

of Galveston.

THE OLDEST NATIONAL BANK IN TEXAS

Capital	-	-	-	-	\$300,000
Surplus and Undivided Profits	-				\$116,000

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ating the valorous deeds of the men who fought the war for Texas independence, sixteen drinking fountains for man and beast, built at convenient places throughout the city, and the \$500,000 Rosenberg library. These benefactions represent about \$1,000,000.

"John Sealy donated the hospital that bears his name, the largest and best equipped institution of the kind in the State of Texas.

"George Ball gave to the city the High School, in which so many of the youth of Galveston have completed their education and which is today the crown to the magnificent school system of the city.

"It is not remarkable that Galveston should be so favored. The city is, per capita, the third richest community in the United States, and the money center of the Southwest. The ten banks of Galveston supply or diffuse the money that moves the crops of the Southwest, and they have available assets of approximately \$15,000,000.



Residence of Walter Gresham.

Galveston After the Storm.

It is far away from my inclination, even had I the space, to dwell upon the harrowing scenes resulting from one of the most appalling catastrophes of modern times, which overtook Galveston on September 8, 1900.

Suffice it to say that from a city absolutely ruined, as many out-

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GALVESTON, TEXAS.

siders confidently asserted, with 4131 homes entirely demolished or washed away, and every other dwelling, store, office and factory very considerably damaged, with an actual financial loss of not less than \$18,000,000, and, worse, a thousand times than any commercial loss, the destruction of approximately 6000 human beings, we have today one of the most beautiful cities in the South, with a population steadily growing, of not less than 35,000 energetic and enthusiastic people. It is idle to deny the fact that we lost some good citizens after the great storm on account of the ruin wrought to their business: but it is gratifying to note how promptly and joyfully they have returned as soon as the business interests of the city, upon which they depended, were rehabilitated. The complete restoration and the resources of Galveston of today may be briefly summarized as follows:

Seaport of Texas and the Southwest, located on the eastern end of Galveston Island and county seat of Galveston County. Alternates



Laying Corner Stone for the Sacred Heart Church.

Galveston Now.

with New Orleans as the first cotton port of the world; first cotton seed products port and, in totals of all commodities, the third largest exporting point in the United States. Has fifty-eight lines of steamers to foreign countries, carrying both passengers and freight, and reaching all European ports from the Baltic to the Mediterranean, Cuba, Mexico, South America, South Africa, China and Japan. Regular steamship service is maintained throughout the entire year with Liverpool, London, Belfast, Bremen, Antwerp, Havre, Cuban and Mexican ports, with sailings varying from weekly to monthly, according to the trade. Has three coastwise steamship lines, namely two to New York, and one to Brownsville, besides the numerous tank steamers, schooners and barges engaged in the oil, lumber and merchandise traffic to smaller points in the immediate vicinity of Gal-

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Tremont Hotel.

Galveston, Texas.

veston. Has an average of twenty-seven feet of water in the channel, maintained by rock jetties twelve miles in length, which will be deepened when the jetties are completed. Has six miles of complete wharfage all covered with sheds and reached by tracks constructed of seventy-pound steel rail and containing about fifty miles of terminal trackage. The wharf front is being constantly extended, for which there is lineal space in Galveston Bay of about forty miles, owned by the State, City, corporations and individuals. Has four export grain elevators with a total storage capacity of 3,750,000 bushels, and one cleaning and conditioning elevator. Galveston is only one hour from the deep sea for a laden steamer.

During 1901 \$3,932,500 was spent in Galveston for permanent improvements which are now on a more solid basis than ever before. The waterworks, fire department, street lighting and sewerage plants are owned by the city; in addition to which there are two electric light companies and one gas company.

Galveston has the finest and largest electrical street car system of any city of its size in the United States, consisting of thirty-five miles of track, a very modern fuel oil power house and an electric lighting plant. It has thirteen hotels, besides summer resorts open during the bathing season, for which we have twenty-eight miles of the finest beach in the world.

An important part of Galveston's trade is wholesale, of which there are a large number of establishments carrying all lines, such as dry goods, notions, groceries, wines, liquors, clothing, haberdashery, produce, feed stuffs, hardware, crockery, farm machinery, cement, drugs, fruit and many specialties. It is the largest distributing market for bagging and ties in the United States.

Galveston of the Future.

Even at this early date we are beginning to appreciate the fact that the great storm of September 8, 1900, was but a blessing in disguise, so far as the business interests of the town are concerned; and in the years to come the citizens of Galveston will look back on their great flood as do the people of London and Chicago on their fires, which really mark the first true beginnings of these great municipalities. Prior to that storm there were some dissenters to almost every movement proposed for the welfare of our city. The kinship established by adversity and the need of united action has practically made of our citizens one vast brotherhood. As an illustration we may cite the following incident:

An election of the taxpaying voters, of which there were 3219, was held on March 19, 1902, for the purpose of authorizing the issuance of bonds to the amount of \$1,500,000 for the construction of a seawall which will absolutely prevent the possibility of a recurrence of the disaster. The result of the poll was 3118 votes in the affirmative, twenty-two in the negative and three blanks. This was remarkable; but still more so was the fact that the people of Galveston County actually subscribed for over \$1,000,000 of the seawall bonds.

A people with such a unanimity of purpose and acting through the following commercial bodies in absolute accord with one another, namely: Cotton Exchange and Board of Trade, Maritime Association, Chamber of Commerce, Business League, Oil and Stock Exchange and Builders' Exchange, are certain to attain great results.

The development of the Coast Country of Texas, on account of the cheapness of fuel oil for irrigation purposes and the adaptability of the soil to the growth of fruit, melons, vegetables, sugar and rice, all of which is of the most direct advantage to Galveston, will increase the jobbing business of the town one hundred per cent within the next five years.

With a location as a base point and gateway of the grand territory lying west of the Mississippi River, the population and prosperity of which territory is increasing by leaps and bounds; with fuel oil in unlimited quantities only seventy miles distant, thus giving us the cheapest fuel in the world for manufacturing, railroad and steamship purposes; with the early construction of an Isthmian Canal assured, thus enabling us to supply the packing house products, flour, rice, etc., tributary to this port, in return for the coffee, sugar, bananas and other products of Central and South American countries; with \$10,000,000, the greater portion of which has already been appro-

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Producers and Shippers of CRUDE PETROLEUM from Sour Lake and Beaumont.

Unexcelled facilities for making prompt deliveries by rail or water.

We carry oil in storage at Galveston and Sabine, Texas, and Morgan City, La.

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CHICAGO, ILLINOIS

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priated, to be expended in the city and harbor within the next five years, and with climate unsurpassed, it is certainly no exaggeration to state that this place is today one of the most flourishing, beautiful and healthful garden spots under the blue vault of heaven. It should be the South's second city before 1925.

A multitude of weary hearts,
From countries far and near,
Come to enjoy refreshing baths,
Found nowhere else, like here.

FOREIGN IMPORTS BY MONTHS.

As will be seen by the following table, foreign imports actually consigned to Galveston make up less than one-half of the foreign goods actually entering the port and handled by the Galveston laboring man from the ships to the cars. In the table below values of goods consigned direct to Galveston will be termed "actual," those consigned to interior ports without appraisement at this port "in transit" and those consigned to foreign countries through this port "in bond."

Month—	Actual.	In Transit.	In Bond.
July	\$71,398	\$10,692	\$60,301
August	108,440	18,849	168,324
September	117,661	10,310	118,254
October	134,529	143,324	89,050
November	109,773	154,203	150,416
December	141,303	18,750	18,984
January	404,970	164,454	72,202
February	36,595	7,236	8,160
March	114,519	21,741	165,653
April	99,881	88,028	12,206
May	88,829	64,555	2,540
June	83,447	116,832	34,351

Total.....\$1,511,345 \$819,242 \$902,451

Grand total of foreign goods handled during the fiscal year of 1902-03 on the Galveston wharves, \$3,233,039.

PUBLIC BUILDINGS.

Court House—Twentieth street and Avenue H.
Postoffice and Custom House—Twenty-fifth and Church streets.
City Hall—Twentieth and Market streets.
Cotton Exchange—Twenty-first and Mechanic streets.
State Medical School—Tenth and Strand.
Sealy Hospital—Ninth and Strand.
Breckenridge Hall—Ninth and Strand.
St. Mary's Infirmary—Seventh and Market.
Y. M. C. A.—Tremont and Winnie.
Woman's Home—Twenty-fifth and Avenue O.
Orphan's Home—Twenty-first street and Avenue M.
Ursuline Convent—Avenue N, Twenty-fifth to Twenty-seventh streets.
Ball High School—Avenue H and Twenty-first street.
Rosenberg School—Twelfth street, between Avenues G and H.
Masonic Temple—Twenty-first and Postoffice streets.
Scottish Rite Cathedral—Twenty-second and Church.
St. Mary's Orphan Asylum—Northeast corner R and Forty-first.
Rosenberg Library—Tremont and Avenue I.

CITY PARKS.

Sidney Sherman Park—Between Tenth, Eleventh, G and H.
Central Park—Between Twentieth, Twenty-first, G and H.
West End Park—Between Fortieth, Forty-first, G and H.

THE GALVESTON HOUSTON & HENDERSON RAILROAD CO.



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J. H. HILL,
MANAGER.

GALVESTON, TEXAS.

THE BEACH.

Extends along the Gulf of Mexico on the south side of Galveston island 28 miles. It forms a delightful drive, and the surf bathing is the finest in the world. Most of the electric car lines reach it at some point.

THE SEAWALL.

Connects with the Government jetties at Avenue A and Sixth street, extending south and southwest around the city to Thirty-ninth street. See general description in front of book.

RAILROAD BRIDGE ACROSS THE BAY.

Which accommodates more traffic than any other bridge in the world.

THE JETTIES.

Extend to sea about six miles on either side of the ship channel, that is over 27 feet in depth. The South Jetty begins on the easterly end of Galveston Island, the north one on Bolivar Peninsula.

THE WHARVES AND SHIPPING.

Are on the North, or Bay, side of the city, from Tenth to Fifty-second streets, and can best be visited on foot or in carriages and with bicycles. The Market street cars reach closer to the East and West ends of the wharves than any other line.

THE FORTIFICATIONS.

At the Fort San Jacinto Military Post, on the East end of the Island can best be reached by carriages or bicycles along East Beach. They can also be seen from boats in the ship channel. The City Beach Battery is accessible from the West Broadway electric cars or by carriages and bicycles, westward, along the beach.

THE U. S. LIFE SAVING STATION.

Is on the channel at the East end of the island in immediate proximity to the Tornado Casemate and the State Quarantine Station. They can all be reached by the Bolivar Ferry and the small craft.

THE U. S. LIGHTHOUSE.

Is on Bolivar Point and is open to visitors Mondays, Wednesdays and Saturdays. It can be reached by the ferry or the small craft in the bay.

THE BATH HOUSES.

Are located, principally, at the foot or south end of Twenty-third, Twenty-fourth and Twenty-fifth streets, and can be reached by all Beach cars.

THE GARTEN VEREIN.

Is a family club, or semi-private park, consisting of five acres of beautifully laid out and arranged grounds in the heart of the city, containing dancing pavilion, bowling alley, club house where meals are served, electric fountain, etc. It is made especially attractive every Wednesday night from April to October, when brass band and orchestra music is in attendance. Admittance is confined to members and non-residents introduced by members. (See illustration.)

TEXAS VETERANS' MONUMENT.

Is at the intersection of Broadway, or Avenue J, and Rosenberg Avenue, or Twenty-fifth street. It is erected of New England granite, to the memory of the heroes of the Texas independence war, by funds provided in the will of the late Henry Rosenberg, and cost \$60,000.

THE CITY WATERWORKS AND ELECTRIC LIGHT PLANT.

Is on the corner of Thirtieth street and Avenue H, or Ball Avenue. The water supply is brought from a large number of artesian wells at Alta Loma, sixteen miles from Galveston, across the Bay, on the mainland. The City also operates its own street and public building lighting plant at the same station.

THE GRAIN AND COAL ELEVATORS.

Are on the Wharves. Elevator A, of 1,700,000 bushels capacity, is at the head of Fifteenth street; Elevator B, of 750,000 bushels capacity, at Twenty-ninth street and the Texas Star Flour mills Elevator, of 650,000 bushels, at their mill, which is the largest flouring mill in Texas, at the head of Twenty-first street. The Southern Pacific elevator on Pier A, Southern Pacific Wharf. The Coal Elevator is at the head of Thirtieth street.

A red circular stamp, likely a library or archival mark, is located in the upper right corner of the page.



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